

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	21 May 2013
DIRECTOR	Director of Enterprise, Planning & Infrastructure
TITLE OF REPORT	Traffic Orders at the Final Stage of the Statutory Process
REPORT NUMBER:	EPI/13/085

1. PURPOSE OF REPORT

This report deals with 20 orders at the final statutory stage; that is to say, the main statutory advertisement period is now over in respect of each of these orders and this report presents the objections (where relevant) in each case. The public notices are attached (Appendix 1), from which members will be able to see the exact content of the proposals. Also, where applicable, the letters of objection are also included (Appendix 2).

2. RECOMMENDATION(S)

It is recommended this Committee:-

- (i) in relation to The Aberdeen City Council (Various Citywide Traffic Management Measures) (No 1) order 201(X), overrule the objections received and approve this order be made as originally envisaged, albeit in the case of Balmoral Terrace modified with the extent of the originally proposed prohibition of waiting reduced in length;
- (ii) approve the orders that did not attract objections, and that all the orders be made and implemented accordingly.

3. FINANCIAL IMPLICATIONS

The proposals contained in the six traffic orders detailed at 5.1 through to 5.7 will be fully funded by developers/businesses.

The proposal contained in the traffic order detailed at 5.8 will be funded through the Ground Maintenance Budget.

The proposal contained in the traffic order detailed at 5.9 will be funded through the CARE North (Carbon Responsible Transport for the North Sea Region) budget.

The proposals contained in the ten traffic orders detailed at 5.10 through to 5.18 will be fully funded by developers/businesses.

The proposals contained in the two traffic orders detailed at 5.19 and 5.20 will be fully funded through the Disabled Parking revenue budget.

4. OTHER IMPLICATIONS

There are no other implications worthy of being identified in the abstract here, although, again, both Section 5 and Appendix 2 rehearse concerns raised by objectors.

5. BACKGROUND/MAIN ISSUES

This section has been sub-divided into sub-sections corresponding to the twenty one orders under consideration.

5.1 The Aberdeen City Council (ABZ Business Park, Dyce, Aberdeen) (Prohibition of Waiting) Order 201(X)

5.1.1 No statutory objections have been received.

5.2 The Aberdeen City Council (Foresterhill Road, Aberdeen) (20mph Speed Limit) Order 201(X)

5.2.1 No statutory objections have been received.

5.3 The Aberdeen City Council (Kingswood Drive, Kingswells, Aberdeen) (Prohibition of Waiting) Order 201(X)

5.3.1 No statutory objections have been received.

5.4 The Aberdeen City Council (Regent Walk, Aberdeen) (Prohibition of Waiting) Order 201(X)

5.4.1 No statutory objections have been received.

5.5 The Aberdeen City Council (Burnside Road/Wellheads Road, Aberdeen) (Prohibition of Waiting) Order 201(X)

5.5.1 No statutory objections have been received.

5.6 The Aberdeen City Council (Palmerston Place, Aberdeen) (Prohibition of Waiting) Order 201(X)

5.6.1 No statutory objections have been received.

5.7 The Aberdeen City Council (A944/C89C/C128C/Kingswells Causeway, Aberdeen) (Traffic Management and 40 mph Speed Limit) Order 201(X)

5.7.1 No statutory objections have been received.

5.8 The Aberdeen City Council (Access Road linking Hazledene Road to Countesswells Road, Aberdeen) (Prohibition of Driving) Order 201(X)

5.8.1 No statutory objections have been received.

5.9 The Aberdeen City Council (Palmerston Area, Aberdeen) (On-Street Car Club Parking Spaces) Order 201(X)

5.9.1 No statutory objections have been received.

5.10 The Aberdeen City Council (South College Street, Aberdeen) (Traffic Management) Order 201(X)

5.10.1 No statutory objections have been received.

5.11 The Aberdeen City Council (Auchinyell Gardens/Garthdee Drive, Aberdeen) (Prohibition of Waiting) Order 201(X)

5.11.1 No statutory objections have been received.

5.12 The Aberdeen City Council (Broadfold Road, Aberdeen) (Prohibition of Waiting) Order 201(X)

5.12.1 No statutory objections have been received.

5.13 The Aberdeen City Council (Riverside Drive/Car Park serving Duthie Park, Aberdeen) (Traffic Management) Order 201(X)

5.13.1 No statutory objections have been received

5.14 The Aberdeen City Council (Eday Road/Swannay Road, Aberdeen) (Prohibition of Waiting) Order 201(X)

5.14.1 No statutory objections have been received.

5.15 The Aberdeen City Council (Gray Street, Aberdeen) (Prohibition of Waiting) Order 201(X)

5.15.1 No statutory objections have been received.

5.16 The Aberdeen City Council (Access Road serving 17-21 Justice Street, Aberdeen) (Prohibition of Waiting) Order 201(X)

5.16.1 No statutory objections have been received.

5.17 The Aberdeen City Council (Mill Court/Station Road, Woodside, Aberdeen) (Prohibition of Waiting) Order 201(X)

5.17.1 No statutory objections have been received.

5.18 The Aberdeen City Council (Various Citywide Traffic Management Measures) (No 1) Order 201(X)

5.18.1 Objection to proposal to keep current one-way system on Braeside Place

An objection has been received from Mr Jeffrey Stockdale, 26 Braeside Place, in relation to the proposal to make the existing one-way system, currently enforced by way of a temporary traffic order, into a permanent traffic management feature. (For reference a plan highlighting the one-way system is shown in Appendix 3)

Mr Stockdale highlights the one-way order was only imposed when Braeside School was extended during the period of redevelopment for Airyhall and Kaimhill Schools, and was only ever meant to be a temporary measure to alleviate a short term issue with increased school traffic and congestion related to two way traffic in the restricted dropping off / picking up zone directly outside the school. Mr Stockdale then expresses the opinion that with the Braeside School buildings not currently being used, there is no need to keep the temporary restrictions in place.

Mr Stockdale also highlights issues with the middle section of Braeside Place where parked vehicles on occasion obstruct large vehicles, thereby causing these vehicles to reverse back against the one-way system. He suggests that having the road open in both directions would, by using the southern access from Braeside Terrace, allow large vehicles and emergency vehicles unhindered access to a greater proportion of the road.

Also considered within Mr Stockdale's objection is the possibility that the site of the defunct Braeside School maybe redeveloped in the future and therefore bring changes to traffic volume on the road. Mr Stockdale also suggests an alternative solution of leaving the top section of the road as one-way and returning the section between the cul-de-sac and the junction of Braeside Terrace to allow two way traffic.

Response to objection

In May 2012, prior to instigating the process to promote a permanent traffic order, a consultation with the residents of Braeside Place, at their request, was undertaken to ascertain the views of residents on whether or not the one-way system should be retained as a permanent traffic management feature. The outcome of this consultation was that 43 of the properties consulted were in favour of retaining the one-way system, while 22 properties would have preferred to have two way traffic flow restored; residents at a further 15 properties subject to consultation never returned the form to indicate any preference. On the basis of the aforementioned, there was a clear majority from the residents that responded to the survey to retain the one-way system.

With regard to the issue of parking on the middle section of Braeside Place, it is expected residents should park in a manner that gives due consideration to other vehicles that require to pass. Six years have almost past since the one-way system was introduced and officers have not been made aware of any ongoing issues with parked vehicles obstructing the flow of traffic. Indeed, should such events have been occurring on a regular basis, it would normally be the case, in the first instance, that Police Scotland would highlight/deal with the issue. Thereafter the application of waiting restrictions would have to be considered as a last resort, and in terms of this road such consideration would be applicable whether the road was one-way or two-way.

As indicated in the previous paragraph the one-way system is well established, and with the majority of residents who responded to the consultation favouring its retention, there are no plans to consider altering the extent of the system. Also, should the site of the defunct school be considered for redevelopment, a review of traffic management in the area would take place at the time of the planning application.

Given the aforementioned, it is recommended the objection to this order be overruled and the order be implemented as originally envisaged.

5.18.2 Objection to proposal to install lengths of prohibition of waiting on Midstocket View

An objection has been received from Mr George Fletcher, 7 Midstocket View, to the proposal to introduce a prohibition of waiting at any time on both sides of the length of Midstocket View that serves as an access/egress to the Car Park associated with 1 to 45 Midstocket View. (For reference a plan highlighting this proposal is shown in Appendix 4)

Mr Fletcher expresses the following points when considering the location of this proposal.

- Currently there is one space allocated to each property, and very few visitor spaces, meaning two car properties are parking on one side of the entrance to car parking facilities. If 'double yellow' lines were added to both sides of the entrance, the additional cars, as well as visitors to the properties will have no reasonable place to park their vehicles.
- Having lived within the development for around six months, I have never seen the entrance blocked from cars parking on both sides of the road.
- As listed above, currently there is already a lack of space within the development for parking. There is no provision for alternative parking nearby.

Response to objection

The issue that instigated this proposal was not that the access was ever obstructed by vehicles parking on both sides of the road, but on the occasion where, with vehicles parked on the north side of the road, a vehicle that has just entered Midstocket View from Anderson Drive is confronted by a vehicle, that has just exited the car park, that is having to use the opposing traffic lane to pass parked vehicles. This scenario leading to emergency braking, and concern from residents within the development that a collision is inevitable should parking remain on this length of road. Indeed, when investigating this issue, circumstance allowed an officer to witness a driver performing an emergency stop for the very reason as outlined.

The comments Mr Fletcher expresses over the demand for parking have been noted and in this respect it is intended to review the existing parking restrictions on the section of the (old) Lang Stracht directly behind the Midstocket View development. The volume of traffic on this road is very low, as it mostly serves the rear delivery entrance of the Cocket Hat (Hotel). Currently this road has a prohibition of waiting on both sides of the road and it is envisaged certain lengths of this restriction could be revoked that would more than offset the loss of on-street parking on Midstocket View.

Given the aforementioned, it is recommended the objection to this order be overruled and the order be implemented as originally envisaged.

5.18.3 Objections to proposal to install lengths of prohibition of waiting on Balmoral Terrace

Three objections have been received with regard to the possibility of introducing lengths of prohibition of waiting on Balmoral Terrace at the access to a new development of six apartments. The objectors all highlight the limited capacity for on-street parking on the lane and are all of the opinion the restrictions are excessive when considering the very low volume of traffic using the road.

Response to objections

On reviewing this proposal officers are of the opinion the proposed waiting restrictions can be curtailed. The volume of traffic on this road is very low and drivers will be able to exit the wide access to the apartments safely when exercising due care and caution. The extent of the modified waiting restrictions will nevertheless ensure the access is kept clear of parked vehicles that could otherwise hinder movements in and out of the car park serving the apartment block. (For reference the original and modified proposal are highlighted in Appendix 5)

Given the aforementioned, it is recommended that the waiting restrictions be reduced to the extent highlighted in Appendix X and the order therefore modified to reflect this change.

5.19 The Aberdeen City Council (Disabled Persons' Parking Places in Aberdeen) (Regulatory Parking Places) (No 1) Order 201(X)

5.19.1 No statutory objections have been received.

5.20 The Aberdeen City Council (Disabled Persons' Parking Places in Aberdeen) (Regulatory Parking Places) (No 2) Order 201(X)

5.20.1 No statutory objections have been received.

6. SERVICE AND IMPACT

Section 5 above – and also the public notices attached – will allow members to consider the possible impact on communities compared with the intended virtue of the original proposals.

7. BACKGROUND PAPERS

No background papers were used as a point of departure for writing this report.

The statutory advertisements are published here for information, allowing members to see the content of each order as advertised.

8. REPORT AUTHOR DETAILS

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Appendix 1

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (ABZ BUSINESS PARK, DYCE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make “The Aberdeen City Council (ABZ Business Park, Dyce, Aberdeen) (Prohibition of Waiting) Order 201(X)” in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose prohibitions of waiting at any time on any day on the roads listed in the schedule below. Exemptions will apply as usual to the picking up or setting down of passengers, loading or unloading, blue badge holders not causing an obstruction, funeral vehicles, and vehicles parked with the consent of the Council in direct association with authorised roadworks or building works.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council’s reasons for promoting them, may be examined during normal office hours on weekdays between 12 April and 3 May 2013, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538069) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection, including their name and address, in writing to the undersigned or to trafficmanagement@aberdeencity.gov.uk during the statutory objection period which also runs from 12 April to 3 May 2013, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council’s website. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.

Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen

Schedule

**Argyll Way, International Avenue, International Gate, International View,
International Way**

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE ABERDEEN CITY COUNCIL (FORESTERHILL ROAD, ABERDEEN)
(20MPH SPEED LIMIT) ORDER 201(X)**

Aberdeen City Council proposes to make the above named order in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to make permanent a length of mandatory 20mph speed limit on Foresterhill Road, from its junction with Ashgrove Road West to its junction with Westburn Road, that is currently enforced by way of a temporary traffic order.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 12 April and 3 May 2013, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

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Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (KINGSWOOD DRIVE, KINGSWELLS, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (Kingswood Drive, Kingswells, Aberdeen) (Prohibition of Waiting) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose prohibitions of waiting at any time on any day on certain lengths of Kingswood Drive, Aberdeen (as defined in the schedule below). Exemptions will apply as usual to the picking up or setting down of passengers, loading or unloading, blue badge holders not causing an obstruction, funeral vehicles, and vehicles parked with the consent of the Council in direct association with authorised roadworks or building works.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 12 April and 3 May 2013, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538067) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection, including their name and address, in writing to the undersigned or to trafficmanagement@aberdeencity.gov.uk during the statutory objection period which also runs from 12 April to 3 May 2013, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.

Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen

Schedule

Kingswood Drive

West side, from 11 metres north its junction with Kingswells Avenue, southwards for a distance of 97 metres.

East side, from its junction with Kingswells Avenue, southwards for a distance of 80 metres.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (REGENT WALK, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make “The Aberdeen City Council (Regent Walk, Aberdeen) (Prohibition of Waiting) Order 201(X)” in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose a prohibition of waiting at any time on any day on a certain length of Regent Walk, Aberdeen (as defined in the schedule below). Exemptions will apply as usual to the picking up or setting down of passengers, loading or unloading, blue badge holders not causing an obstruction, funeral vehicles, and vehicles parked with the consent of the Council in direct association with authorised roadworks or building works.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council’s reasons for promoting them, may be examined during normal office hours on weekdays between 12 April and 3 May 2013, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538067) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection, including their name and address, in writing to the undersigned or to trafficmanagement@aberdeencity.gov.uk during the statutory objection period which also runs from 12 April to 3 May 2013, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council’s website. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.

Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen

Schedule

Regent Walk

South side, from its junction with King Street, eastwards for a distance of 345 metres.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE ABERDEEN CITY COUNCIL (BURNSIDE ROAD/WELLHEADS ROAD, ABERDEEN)
(PROHIBITION OF WAITING) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (Burnside Road/Wellheads Road, Aberdeen) (Prohibition of Waiting) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose certain lengths of prohibition of waiting between 0900 hours and 1700 hours on any day except Saturdays and Sundays on Burnside Road and Wellheads Road, Aberdeen (as specified in the schedule below). This will lead to the revocation of an existing 25 metre length and 22 metre length of prohibition of waiting at any time. Existing lengths of prohibition of waiting at any time on any day in the vicinity will also be restated in this order. Exemptions will apply as usual to the picking up or setting down of passengers, loading or unloading, blue badge holders not causing an obstruction, funeral vehicles, and vehicles parked with the consent of the Council in direct association with authorised roadworks or building works.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 10 April and 1 May 2013, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538067) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection, including their name and address, in writing to the undersigned or to trafficmanagement@aberdeencity.gov.uk during the statutory objection period which also runs from 10 April to 1 May 2013, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.

Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen

Schedule

Burnside Road

North side, from 9 metres east of its eastern junction with Wellheads Road, eastwards for a distance of 22 metres.

Wellheads Road

West side, from 13 metres south of its eastern junction with Burnside Road, southwards for a distance of 25 metres

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (PALMERSTON PLACE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (Palmerston Place, Aberdeen) (Prohibition of Waiting) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose a length of prohibition of waiting at any time on Palmerston Place, Aberdeen as specified in the first schedule below. The modified length of the existing prohibition of waiting between 0800 hours and 1800 hours on any day except Saturdays and Sundays will be restated in this order. Exemptions will apply as usual to the picking up or setting down of passengers, loading or unloading, blue badge holders not causing an obstruction, funeral vehicles, and vehicles parked with the consent of the Council in direct association with authorised roadworks or building works.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 10 April and 1 May 2013, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538067) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection, including their name and address, in writing to the undersigned or to trafficmanagement@aberdeencity.gov.uk during the statutory objection period which also runs from 10 April to 1 May 2013, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.

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First Schedule

Prohibition of waiting at any time

Palmerston Place

South side, from 2 metres east of its junction with Palmerston Road, eastwards for a distance of 36 metres.

Second Schedule

Prohibition of waiting between 0800 hours and 1800 hours on any day except Saturdays and Sundays

Palmerston Place

South side, from 15 metres east of its junction with South College Street, eastwards to 2 metres east of its junction with Palmerston Road.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE ABERDEEN CITY COUNCIL
(A944/C89C/C128C/KINGSWELLS CAUSEWAY, ABERDEEN) (TRAFFIC
MANAGEMENT AND 40 MPH SPEED LIMIT) ORDER 201(X)**

Aberdeen City Council proposes to make the above-named order in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to establish a range of traffic management measures on the A944, C89C, C128C, and Kingswells Causeway, Aberdeen, all as shown in the schedule below (where the nature of the measure in each case is also indicated).

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays from 12 April, 2013, to 3 May, 2013, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen. It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538069) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection, including their name and address, in writing to the undersigned or to trafficmanagement@aberdeencity.gov.uk during the statutory objection period which also runs from 12 April, 2013, to 3 May 2013, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.

Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen

A944, C89C, C128C – there will be a 40 mph speed limit on *certain lengths* of each of these roads.

Kingswells Causeway – there will be a prohibition of waiting at any time on any day on this road.

Access to Kingswells 'Park & Ride' – the existing access from the A944 to the 'Park & Ride' facility will be closed and access transferred to the new 'Kingswells Causeway' road (located just west of the current access off the A944) that will serve both the 'Park & Ride' and the Prime Four Business Park.

Access to 'Livestock Pen' located off the A944 – There is a livestock pen located off the south side of the A944, opposite where the junction with the new 'Kingswells Causeway' will be located. In order to prevent vehicles from exiting this facility on to the area of the junction it will be necessary to create a 'one way' system, so vehicles will enter by way of the east access and egress by using the current west access.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE ABERDEEN CITY COUNCIL (ACCESS ROAD LINKING HAZLEDENE ROAD
TO COUNTESSWELLS ROAD, ABERDEEN) (PROHIBITION OF DRIVING)
ORDER 201(X)**

Aberdeen City Council proposes to make the above named order in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to provide for a prohibition on the driving of motor vehicles on a certain length of the access road that links Hazledene Road to Countesswells Road. This prohibition effectively closes this road as a through route for motorised traffic between Hazledene Road and Countesswells Road, and makes permanent such provision currently provided by a temporary traffic order. The length of road concerned is defined in the schedule below.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 12 April and 3 May 2013, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538067) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection, including their name and address, in writing to the undersigned or to trafficmanagement@aberdeencity.gov.uk during the statutory objection period which also runs from 12 April to 3 May 2013, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.

Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen

Schedule

From 122 metres north of its junction with Countesswells Road, northwards for a distance of 147 metres.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (PALMERSTON AREA, ABERDEEN) (ON-STREET CAR CLUB PARKING SPACES) ORDER 201(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (Palmerston Area, Aberdeen) (On-Street Car Club Parking Spaces) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to introduce "car club" parking bays on certain lengths of Palmerston Road, and Poynerook Road, Aberdeen as defined in the schedule below.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 10 April and 1 May 2013, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538067) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection, including their name and address, in writing to the undersigned or to trafficmanagement@aberdeencity.gov.uk during the statutory objection period which also runs from 10 April to 1 May 2013, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.

Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen

Schedule

Palmerston Road

South side, from 12 metres south-west of its junction with Stell Road, south-westwards for a distance of 2 metres.

Poynerook Road

North side, from 7 metres south-west of its junction with Stell Road, south-westwards for a distance of 5 metres.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (SOUTH COLLEGE STREET, ABERDEEN) (TRAFFIC MANAGEMENT) ORDER 201(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (South College Street, Aberdeen) (Traffic Management) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose a prohibition on vehicles turning right when exiting South College Street (length that serves as an access to Riverside House / Nos. 28-37 The Arches) on to Riverside Drive.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 10 April and 1 May 2013, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538067) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection, including their name and address, in writing to the undersigned or to trafficmanagement@aberdeencity.gov.uk during the statutory objection period which also runs from 10 April to 1 May 2013, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.

Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (AUCHINYELL GARDENS/GARTHDEE DRIVE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (Auchinyell Gardens/Garthdee Drive, Aberdeen) (Prohibition of Waiting) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose certain lengths of prohibition of waiting at any time on Auchinyell Gardens and Garthdee Drive, Aberdeen as defined in the schedule below. Exemptions will apply as usual to the picking up or setting down of passengers, loading or unloading, blue badge holders not causing an obstruction, funeral vehicles, and vehicles parked with the consent of the Council in direct association with authorised roadworks or building works.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 10 April and 1 May 2013, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538067) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection, including their name and address, in writing to the undersigned or to trafficmanagement@aberdeencity.gov.uk during the statutory objection period which also runs from 10 April to 1 May 2013, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.

Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen

Schedule

Auchinyell Gardens

West side, from its junction with Garthdee Drive, northwards for a distance of 10 metres.

East side, from its junction with Garthdee Drive, northwards for a distance of 10 metres.

Garthdee Drive

North side, from its junction with Auchinyell Gardens, westwards for a distance of 10 metres.

North side, from its junction with Auchinyell Gardens, eastwards for a distance of 10 metres.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (BROADFOLD ROAD, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (Broadfold Road, Aberdeen) (Prohibition of Waiting) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose a prohibition of waiting at any time on a certain length of Broadfold Road, Aberdeen as defined in the schedule below. Exemptions will apply as usual to the picking up or setting down of passengers, loading or unloading, blue badge holders not causing an obstruction, funeral vehicles, and vehicles parked with the consent of the Council in direct association with authorised roadworks or building works.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 10 April and 1 May 2013, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538067) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection, including their name and address, in writing to the undersigned or to trafficmanagement@aberdeencity.gov.uk during the statutory objection period which also runs from 10 April to 1 May 2013, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.

Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen

Schedule

Broadfold Road

South side, from its junction with Cloverhill Road, north-westwards for a distance of 34 metres.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE ABERDEEN CITY COUNCIL (RIVERSIDE DRIVE/CAR PARK
SERVING DUTHIE PARK, ABERDEEN) (TRAFFIC MANAGEMENT)
ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (Riverside Drive/Car Park Serving Duthie Park, Aberdeen) (Traffic Management) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984.

The effect of the order will be to impose a point of no entry for vehicles turning left/right from Riverside Drive into the Duthie Park car park west access.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 10 April and 1 May 2013, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538067) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection, including their name and address, in writing to the undersigned or to trafficmanagement@aberdeencity.gov.uk during the statutory objection period which also runs from 10 April to 1 May 2013, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.

Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (EDAY ROAD/SWANNAY ROAD, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (Eday Road/Swannay Road, Aberdeen) (Prohibition of Waiting) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose certain lengths of prohibition of waiting at any time on Eday Road, and Swannay Road, Aberdeen as defined in the schedule below. Exemptions will apply as usual to the picking up or setting down of passengers, loading or unloading, blue badge holders not causing an obstruction, funeral vehicles, and vehicles parked with the consent of the Council in direct association with authorised roadworks or building works.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 10 April and 1 May 2013, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538067) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection, including their name and address, in writing to the undersigned or to trafficmanagement@aberdeencity.gov.uk during the statutory objection period which also runs from 10 April to 1 May 2013, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.

Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen

Schedule

Eday Road

North side, from its junction with Swannay Road, eastwards for a distance of 38 metres.

Swannay Road

East side from its junction with Ronaldsay Road, southwards to its junction with Eday Road.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (GRAY STREET, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (Gray Street, Aberdeen) (Prohibition of Waiting) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose a prohibition of waiting at any time on a certain length of Gray Street, Aberdeen as defined in the schedule below. Exemptions will apply as usual to the picking up or setting down of passengers, loading or unloading, blue badge holders not causing an obstruction, funeral vehicles, and vehicles parked with the consent of the Council in direct association with authorised roadworks or building works.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 10 April and 1 May 2013, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538067) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection, including their name and address, in writing to the undersigned or to trafficmanagement@aberdeencity.gov.uk during the statutory objection period which also runs from 10 April to 1 May 2013, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.

Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen

Schedule

Gray Street

West side, from 10 metres north of its junction with Great Western Lane, northwards for a distance of 18 metres.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (ACCESS ROAD SERVING 17-21 JUSTICE STREET, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (Access Road serving 17-21 Justice Street, Aberdeen) (Prohibition of Waiting) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to make permanent the current temporary prohibition of waiting at any time order on the access road serving 17-21 Justice Street, Aberdeen. Exemptions will apply as usual to the picking up or setting down of passengers, loading or unloading, blue badge holders not causing an obstruction, funeral vehicles, and vehicles parked with the consent of the Council in direct association with authorised roadworks or building works.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 10 April and 1 May 2013, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538067) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection, including their name and address, in writing to the undersigned or to trafficmanagement@aberdeencity.gov.uk during the statutory objection period which also runs from 10 April to 1 May 2013, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.

Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen

Schedule

Access Road serving 17-21 Justice Street

In its entirety.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

THE ABERDEEN CITY COUNCIL (MILL COURT/STATION ROAD, WOODSIDE, ABERDEEN) (PROHIBITION OF WAITING) ORDER 201(X)

Aberdeen City Council proposes to make "The Aberdeen City Council (Mill Court/Station Road, Woodside, Aberdeen) (Prohibition of Waiting) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to impose certain lengths of prohibition of waiting at any time on Station Road, and on Mill Court, Woodside, Aberdeen as defined in the schedule below. Exemptions will apply as usual to the picking up or setting down of passengers, loading or unloading, blue badge holders not causing an obstruction, funeral vehicles, and vehicles parked with the consent of the Council in direct association with authorised roadworks or building works.

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays between 10 April and 1 May 2013, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538067) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection, including their name and address, in writing to the undersigned or to trafficmanagement@aberdeencity.gov.uk during the statutory objection period which also runs from 10 April to 1 May 2013, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.

Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen

Schedule

Station Road, Woodside

North side, from its junction with Mill Court, eastwards for a distance of 18 metres.

South side, from 4 metres west of its junction with Mill Court, eastwards for a distance of 28 metres.

North side, from its junction with Mill Court, westwards for a distance of 5 metres.

Mill Court, Woodside

West side, from its junction with Station Road, northwards for a distance of 11 metres.

East side, from its junction with Station Road, northwards for a distance of 13 metres.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE ABERDEEN CITY COUNCIL
(VARIOUS CITYWIDE TRAFFIC MANAGEMENT MEASURES) (NO 1) ORDER 201(X)**

Aberdeen City Council proposes to make the above-named order in terms of its powers under the Road Traffic Regulation Act 1984. The effect of the order will be to establish a range of traffic management measures at various locations in the city, all as shown in the schedule below (where the nature of the measure in each case is also indicated).

Full details of the proposal are to be found in the draft order, which, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays from 10 April, 2013, to 1 May, 2013, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen. It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538069) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection, including their name and address, in writing to the undersigned or to trafficmanagement@aberdeencity.gov.uk during the statutory objection period which also runs from 10 April, 2013, to 1 May 2013, inclusively.

Any person who submits an objection to a road traffic order should be aware that any objection made will be available to members of the Committee, available for inspection by members of the public, distributed to the press, and will form part of the agenda pack which is available on the Council's website. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures removed from this correspondence.

Jane MacEachran, Head of Legal and Democratic Services, Aberdeen City Council, Town House, Aberdeen

Ashley Lane, Ash-Hill Drive, Cornhill Drive, Craigshaw Crescent, Midstocket View, Summerhill Road, Virginia Street (Lay-by), Balnagask Road, Cranford Road, Crown Street, Denmore Gardens, Duthie Terrace, Howes Drive, Access Road serving Fonthill Car Park, Oakhill Crescent, St. Clement Street, Balmoral Terrace, Elphinstone Road, Garvock Wynd, Maryville Place, Westburn Road, South Esplanade East, Angusfield Place, Angusfield Lane – there will be prohibitions of waiting at any time on any day on *certain lengths* of each of these roads.

Hallfield Road, Burnbrae Crescent – there will be prohibitions of waiting from 8am to 10am on any day, except Saturdays and Sundays, on *certain lengths* of each of these roads.

Maberly Street, George Street – there will be prohibitions of loading from 7am to 9am, and 4pm to 6pm, on any day, except Saturdays and Sundays, on *certain lengths* of these roads.

Old Skene Road – Revocation of a *certain length* of existing prohibition of waiting at any time on any day.

Oscar Road – Revocation of 'School Keep Clear' restriction.

Oakhill Crescent – Revocation of a *certain length* of residential parking bay.

Westburn Road – Revocation of a *certain length* of voucher parking and resident parking bay.

Braeside Place – make one way system a permanent traffic management feature – currently enforced by way of a temporary traffic order.

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE ABERDEEN CITY COUNCIL (DISABLED PERSONS' PARKING PLACES IN ABERDEEN)
(REGULATORY PARKING PLACES) (NO 1) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (Disabled Persons' Parking Places in Aberdeen) (Regulatory Parking Places) (No 1) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984 and its duties under the Disabled Persons' Parking Places (Scotland) Act 2009.

The effect of the order is to establish regulatory on-street parking places in the streets listed in the schedule below.

In each case, a single on-street parking place – reserved for the exclusive use of any blue badge holder – will be established on the street in question, except that, where a bracketed numeral appears after a street name, that number will refer to the number of parking places intended for that street.

The schedule also includes a number of off-street car parks where disabled persons' spaces are being made regulatory.

The draft order, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays from 10 April, 2013, to 1 May, 2013, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538069) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection in writing to the undersigned or by email at TrafficManagement@aberdeencity.gov.uk during the statutory objection period which also runs from 10 April, 2013, until 1 May, 2013, inclusively.

Any person who submits an objection should note that the Committee agendas are public documents, available in libraries and also distributed to the press. Objectors' names and addresses, perhaps with summaries of their observations, may be able to be found in these agendas. Also, although the original letters of objection will not ordinarily be copied as part of the agenda, they are available for inspection by Councillors and are essentially in the public domain. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures blanked out.

Jane MacEachran
Head of Legal and Democratic Services
Aberdeen City Council, Town House, ABERDEEN

SCHEDULE

Aboyne Road, Anderson Avenue (2), Annat Bank, Annfield Terrace, Arran Avenue, Auchinyell Road (2), Balgownie Brae, Balnagask Road, Bankhead Avenue (2), Bankhead Road, Bedford Avenue (2), Belgrave Terrace, Berrywell Gardens (2), Bervie Brow (2), Booth Place, Bressay Brae, Byron Avenue, Cairncry Court (4), Cairncry Road (4), Car Park serving Craiglea Avenue, Car Park serving 1-3 King's Crescent/1-3 Canal Street, Cardens Knowe, Cava Close, Clifton Road, Coningham Gardens, Coull Gardens, Crown Crescent – Peterculter (2), Danestone Circle, Danestone Terrace, Derbeth Crescent, Devonshire Road, Drinnies Crescent, Duff Street, Dulnain Road (2), Eday Square, Faulds Gate, Faulds Wynd, Findon Ness, Fonthill Terrace, Froghall Avenue, Gardner Road, Gillahill Place, Gladstone Place – Harlaw, Glenbervie Road, Grampian Road, Granitehill House Car Park, Gray Street (2), Greig's Court, Hallfield Road (2), Hazlehead Road (2), Hillock Way, Hillside Place, Hilton Avenue, Hilton Terrace, Howes Drive, Jesmond Avenue, Johnstone Gardens – Peterculter, Kepplehills Drive

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT 1984

**THE ABERDEEN CITY COUNCIL (DISABLED PERSONS' PARKING PLACES IN ABERDEEN)
(REGULATORY PARKING PLACES) (NO 2) ORDER 201(X)**

Aberdeen City Council proposes to make "The Aberdeen City Council (Disabled Persons' Parking Places in Aberdeen) (Regulatory Parking Places) (No 2) Order 201(X)" in terms of its powers under the Road Traffic Regulation Act 1984 and its duties under the Disabled Persons' Parking Places (Scotland) Act 2009.

The effect of the order is to establish regulatory on-street parking places in the streets listed in the schedule below.

In each case, a single on-street parking place – reserved for the exclusive use of any blue badge holder – will be established on the street in question, except that, where a bracketed numeral appears after a street name, that number will refer to the number of parking places intended for that street.

The schedule also includes a number of off-street car parks where disabled persons' spaces are being made regulatory.

The draft order, together with maps showing the intended measures and an accompanying statement of the Council's reasons for promoting them, may be examined during normal office hours on weekdays from 10 April, 2013, to 1 May 2013, in the offices of the roads officials in the Enterprise, Planning and Infrastructure department, at 74-76 Spring Garden, Aberdeen.

It is recommended that anyone visiting Spring Garden to view any of the documents should make an appointment to do so, in order that a member of staff can be present to offer an explanation if necessary. Anyone unable to visit Spring Garden can telephone (01224 538069) to speak to one of the officials.

Anyone wishing to object to the proposed order should send details of the grounds for objection in writing to the undersigned or by email at TrafficManagement@aberdeencity.gov.uk during the statutory objection period which also runs from 10 April, 2013, until 1 May, 2013, inclusively.

Any person who submits an objection should note that the Committee agendas are public documents, available in libraries and also distributed to the press. Objectors' names and addresses, perhaps with summaries of their observations, may be able to be found in these agendas. Also, although the original letters of objection will not ordinarily be copied as part of the agenda, they are available for inspection by Councillors and are essentially in the public domain. To that extent, however, they are redacted, with e-mail addresses, telephone numbers and signatures blanked out.

Jane MacEachran
Head of Legal and Democratic Services
Aberdeen City Council, Town House, ABERDEEN

SCHEDULE

Kincorth Circle, Kincorth Place, Lewis Road, Lee Crescent North, Logie Avenue, Logie Place, Loirston Place, Manor Walk, Marquis Road, Mastrick Drive, Merkland Place, Middle Brae, Middlefield Place, Midstocket Road, Mile-End Avenue, Montrose Drive, Morven Place, Nigg Way (2), North Anderson Drive, North Balnagask Road, Northfield Place, Osborne Place (2), Overhills Walk, Oscar Road (3), Pitmedden Crescent, Pittodrie Place, Pittodrie Street, Provost Fraser Drive, Quarry Court, School Drive (4), School Place, School Terrace, Seaforth Road, Seaton Avenue, Seaton Road (2), Shapinsay Court (2), Sheddocksley Road, Shetland Walk (2), South Grampian Circle (2), Stockethill Court Car Park, Stockethill Way, Stocket Parade, Strathburn Street (2), Sunnybank Road, Strathmore Drive, Sunnyside Gardens, Sunnyside Road, Swannay Road, Tollohill Drive, Tollohill Gardens, Tollohill Square, Victoria Road (2), Western Road – Woodside, Whitestripes Place

Appendix 2

26 Braeside Place
Aberdeen
AB157TU

16th April 2013

Road traffic regulations act 1984 – Permanent one way traffic for Braeside Place

I wish to register my objection to the order making Braeside Place a permanent one way street. Specifically my objection is based on the fact that the circumstances relating to the temporary order no longer exist and the premise should be that the road reverts to its normal operation as there was no problem with traffic flow prior to the temporary order.

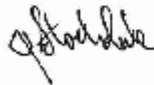
My reasoning is based on several factors:

- The one way order was only imposed when Braeside School was extended during the period of redevelopment for Airyhall and Kaimhill schools and was only ever meant to be a temporary measure to alleviate a short term issue with increased school traffic, and congestion related to two way traffic in the restricted dropping zone directly outside the school. With Braeside School buildings currently not being used there is no need to keep the temporary restrictions in place. Over the whole road the current traffic levels are lower than those several years ago when the school was operating normally within the two way system and there were no significant issues or concerns about traffic management.
- There has always been a very minor issue of access with parked cars over a limited section of the road i.e. roughly in the middle section from addresses 39 to 55. The other top and bottom sections of the road do not have a problem. Any issues over this specific section will always be there regardless of whether the road is one way or two way. With a two way system approximately 70% of the residents would be able to access their property without going through the slightly congested middle section of the road. The one way system exacerbates problems with the middle section of the road as often large vehicles, including emergency response vehicles, cannot access the full length of the road due to narrow gaps between parked cars. At times large vehicles have to reverse back up the one way system as they cannot get through the gaps left by parked cars and are unable to enter the road from the other direction. Having the road as two way would, by using the southern entry from Braeside Terrace, allow large vehicles and emergency response vehicles unhindered access to a greater proportion of the road.
- Should the Braeside School site be sold off for housing or redeveloped for other educational needs this would under a one way system increase the general traffic levels entering Braeside Place from the Craigton Road end and significantly exacerbate the traffic issues through the narrow middle section of the road. Should the school site require access for contractor's large vehicles, they would have to come up the road from Braeside Terrace as they would in all probability be too large to negotiate the narrow middle section. Allowing access from the Braeside Terrace entrance for either of these two eventualities would produce a better traffic flow and take pressure off the middle section. Indeed should a housing development be created on the school site increased residential traffic may mean that a one way system would be counter-productive. A normal two way traffic system would

alleviate congestion in the middle section by allowing those people who live in the mid to bottom section of the road to access their properties from the southern end.

- An alternative solution would be to leave the top section of the road as far south as the cull de sac as one way and from the cull de sac southwards allow two way traffic.
- Although people should heed the one way traffic signs we do get people ignoring the one way system and driving north up Braeside Place, this seems prevalent for people exiting the school site.

In summary I believe that as the need for the temporary one way order has gone away it makes sense to return the road to a normal two way system allowing the traffic to benefit from the diversity of access that this provides. As the school is no longer in operation the traffic levels are lower than they have ever been and require no special traffic management scheme, additionally the traffic requirements related to any future development of the school site may not best be served by a one way system.



Mr. Jeffrey Stockdale

From: George Fletcher
Sent: 01 May 2013 17:42
To: TrafficManagement; TrafficManagement
Cc:
Subject: Midstocket View

Good Afternoon,

I am writing with reference to your notice (VARIOUS CITYWIDE TRAFFIC MANAGEMENT MEASURES) (NO 1) ORDER 201(X), which has been put on a lamp post within Midstocket View, Aberdeen, AB15 6BS.

I would like to object to the proposed addition of double-yellow lines on both sides of the entrance to the car-parking facilities.

My reasons for objection are as follows;

- 1.) Currently there is only one space allocated to each property, and very few visitor spaces, meaning two car properties are parking on one side of the entrance to the car parking facilities. If double-yellow lines were added to both sides of the entrance, the additional cars, as well as visitors to the properties will have no reasonable place to park their vehicles.
- 2.) Having lived within the development for around six months, I have never seen the entrance blocked from cars parking on both sides of the road.
- 3.) As listed above currently there is already a lack of space within the development for parking. There is no provision for alternative parking nearby.

To summarise I believe it reasonable for double yellow lines on one side of the entrance to the development. Enforcing both sides as double yellow lines will cause havoc for residents.

A survey will back-up my objections, although would need to be at times when residents are finished work (when the car park is full).

For any questions relating to my objection please do not hesitate to contact me on this email address or my telephone number

Regards,

George Fletcher
7 Midstocket View
Aberdeen
AB15 6BS

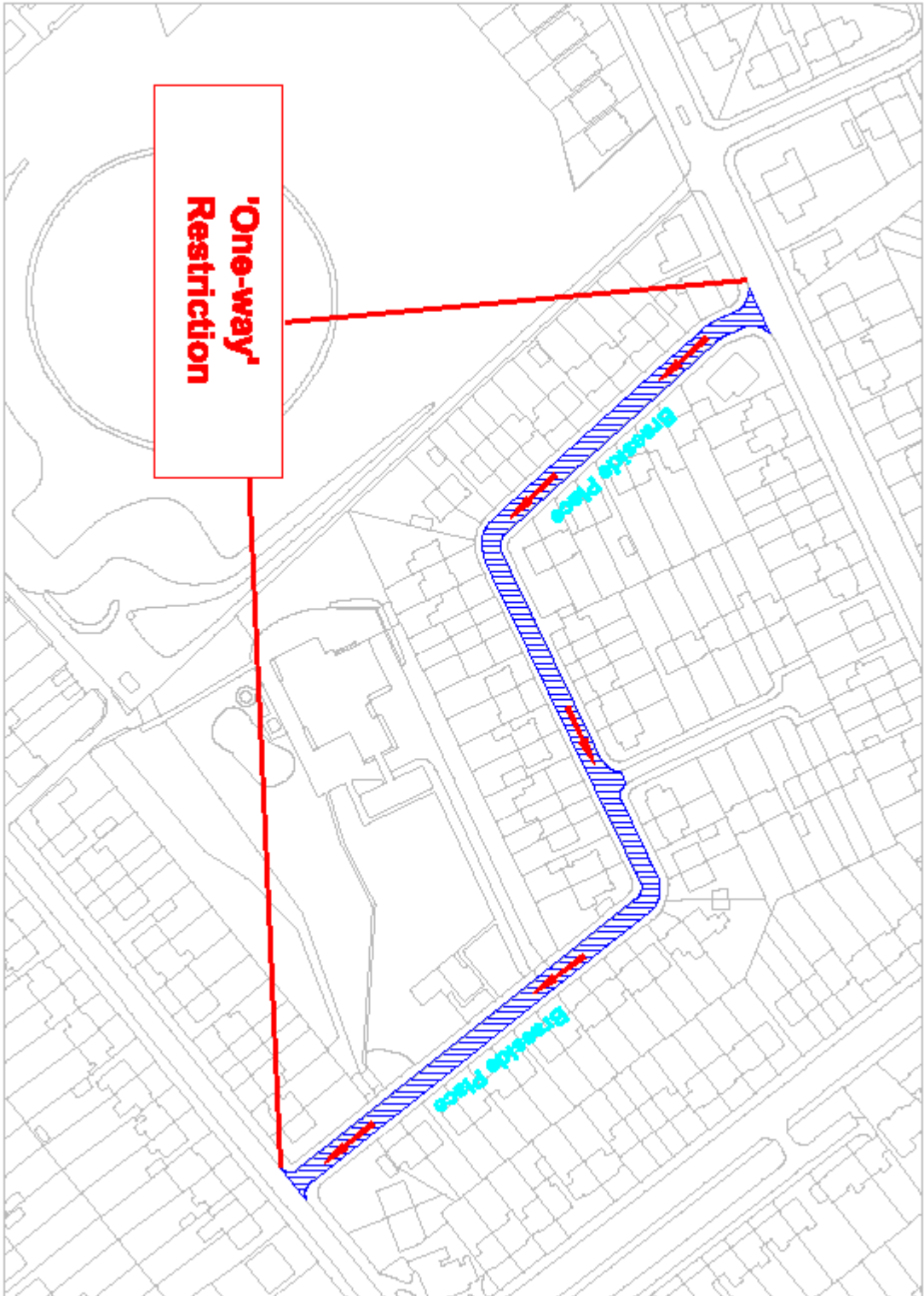
Graeme McKenzie

From: M SUMMERS,
Sent: 30 April 2013 17:09
To: TrafficManagement; TrafficManagement
Subject: Traffic Mangement Measures (No.1)Order 201 (X)Balmoral Terrace

I am resident in Balmoral Terrace. There is very limited parking space in the Terrace. The proposed new double yellow lines would restrict parking even further. The tenants of the new block of flats have their own integral parking, a luxury the other residents do not have. It is unfair the other residents of the Terrace should be victims of this new proposal. Should this new proposal go "through" residents who do not have private parking will have vehicles of all types parking on the pavement on their side of the Terrace. This has happened in the past. It would be much appreciated if the new proposal for double yellow lines could, after consideration, be rethought.

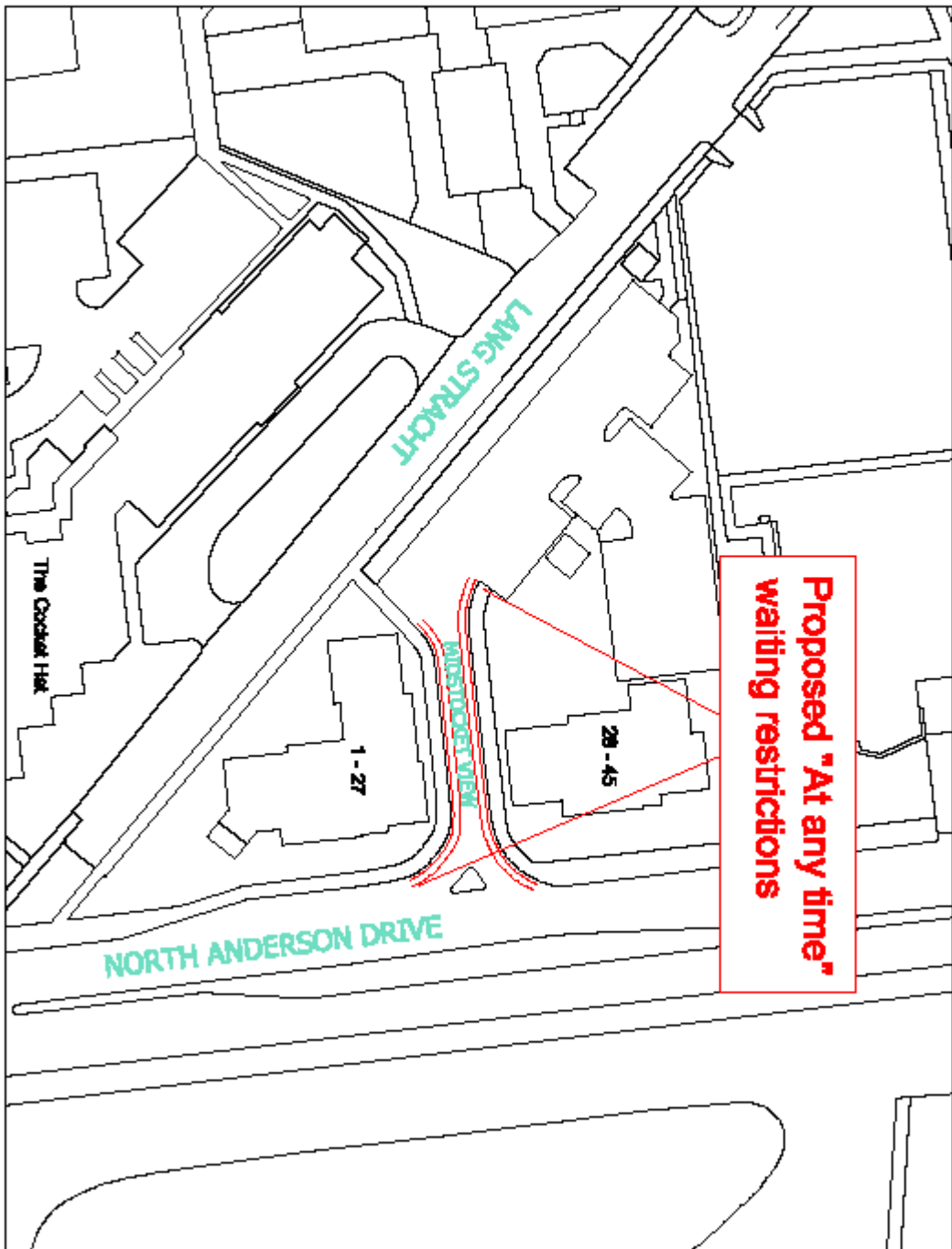
Appendix 3

Braeside Place - 'One-way' Restriction



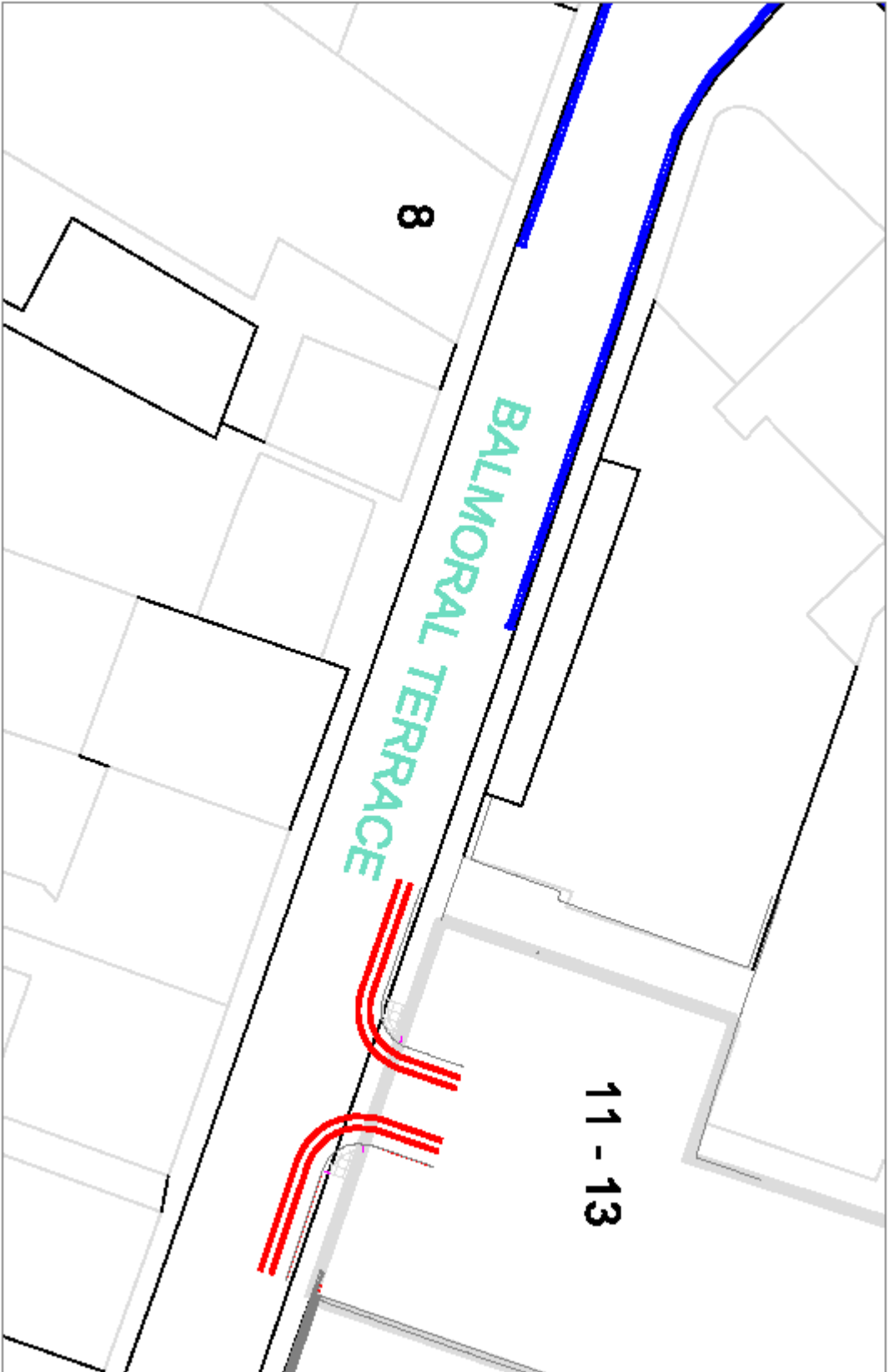
Appendix 4

Midstocket View - Proposed "At any time" waiting restrictions



Appendix 5

Balmoral Terrace - Original proposal for "At any time" waiting restrictions



Balmoral Terrace - Proposed "At any time" waiting restrictions - Modified length

